Pacific Air Forces

Integrity - Service - Excellence

PACAF AE Operations

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U.S. AIR FORCE

Overview

- PACAF AE Operations
  - AE Components
  - AOR/Flight Schedule
  - Patient Movement Stats
  - 18 AES Training
- PACAF Issues
  - KC-135
  - Critical Care Transport
  - Training
- Suggested USAFSAM Improvements
- New Initiatives

Components of AE in PACAF

- 18 AES located at Kadena AB: KC-135
  - Alert coverage
    - Kadena: 2 AE crews on Bravo alert 24/7 for Urgent/Priority Movements
    - Hickam: 1 AE crew in combination with ARC/ANG provide 24/7 coverage for Urgent/Priority Movements
- Det 1/18 AES: Hickam
- TPMRC/AE Cell: Hickam
- Three ANG AE crews: Hickam in forthcoming C-17 Squadron for Homeland Defense

PACOM AE System AOR Challenges

2/3's of World's Surface Area
Long Flight Times and Limited Divert Bases
Extremely limited critical/specialty care capability (Lester, 121, Tripler)
Drives big need for robust AE system

Intra/Inter-Theater Channels

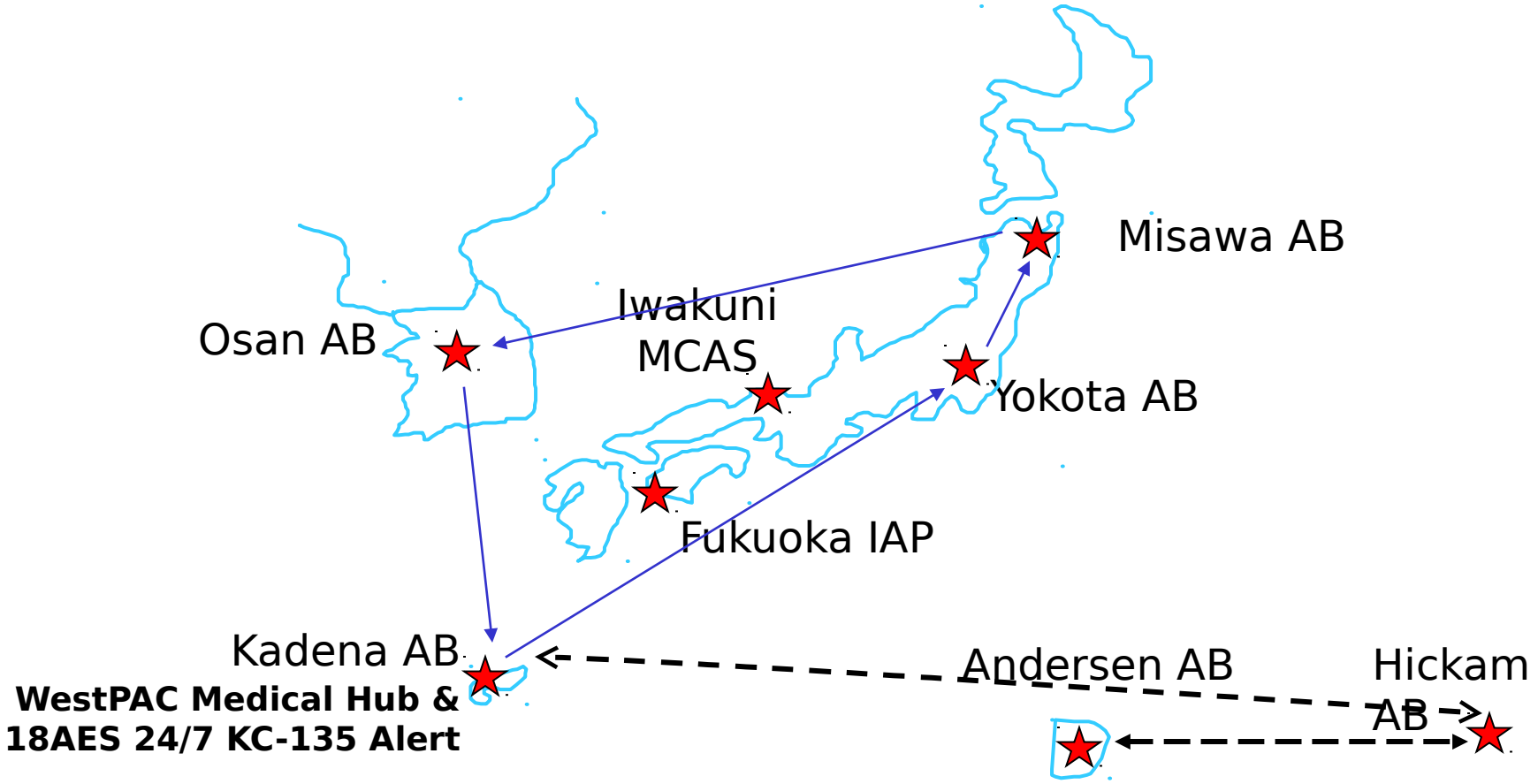
- **CURRENT PACAF AE SYSTEM**
  - **One intra-theater PACOM/TRANSCOM validated AE channel.**

    (KC-135: Kadena-Osan-Misawa-Yokota-Kadena)
  - **Two inter-theater PACOM/TRANSCOM validated AE channels.**
    - **Six-day AMC KC-135 channel: Travis-Hickam (RON)-Kadena (RON)-Hickam (RON)-Guam (RON)-Hickam (RON)-Travis).**
    - **Two-day AMC In System Select (ISS) channel: Travis-Hickam (RON)-Travis.**

      --- Mission built to accommodate larger numbers of OIF/OEF patients returning to Hawaii.
  - **One PACOM 24/7 Bravo Alert using a PACAF KC-135 at Kadena AB, Japan.**

PACAF Weekly
~~AE Channels / Alert~~

C-130 AE mission replaced with Yokota stop added to KC-135 AE Channel



FY04 Validated Patient Movement Requests (PMR's)

- **3,318 PMRs validated for movement on military and commercial aircraft**
  - **505 on military aircraft**
    - **315 Inter-theater**
    - **190 Intra-theater**
- **187 Urgent/Priority patients on unscheduled missions**
  - **PACAF Assets 50% (68)**
  - **AMC Assets 50% (69)**
  - **Other: USCG 4, USN 7**

FY05 Validated Patient Movement Requests (Oct-May)

- 2,793 PMRs validated for movement on military and commercial aircraft
  - 262 on military aircraft
- 76 Urgent/Priority patients on unscheduled missions

AECM Upgrade Training

- Average ground training (initial upgrade)- 40-60hrs
- Average flight training (initial upgrade)
  - FN's: 4 flts
  - AET's: 4-5 flts
- Universal AE Qualification
  - CBT Completion C-17, C-130; 1 week
  - Egress training is dependant on aircraft availability

Unit Assigned MDS: KC-135

Enplaning/Deplaning

- **Enplaning/Deplaning Access to High-Deck Platforms**
  - **[illegible]cement of HDLPS March 2006**

Patient Loading With K-Loader

- Acceptable for use on all AE platforms except C-5

- High-lift trucks acceptable for use on all airframes – required for C-5 loading

PACAF AE Issues KC-135 Suitability

- **Aircraft environmental issues**
  - **Environmental control**
    - **Cabin temperature extremes unsuitable for critically ill patients**
    - **Temp swings of up to 40 degrees**
  - **Interior lighting**
    - **Inadequate lighting could lead to patient care compromise -intubations, IVs, etc**
    - **Phantom Lighting purchased by AMC and will be distributed to Travis, Hickam, and Kadena (forthcoming)**

PACAF AE Issues KC-135 Suitability

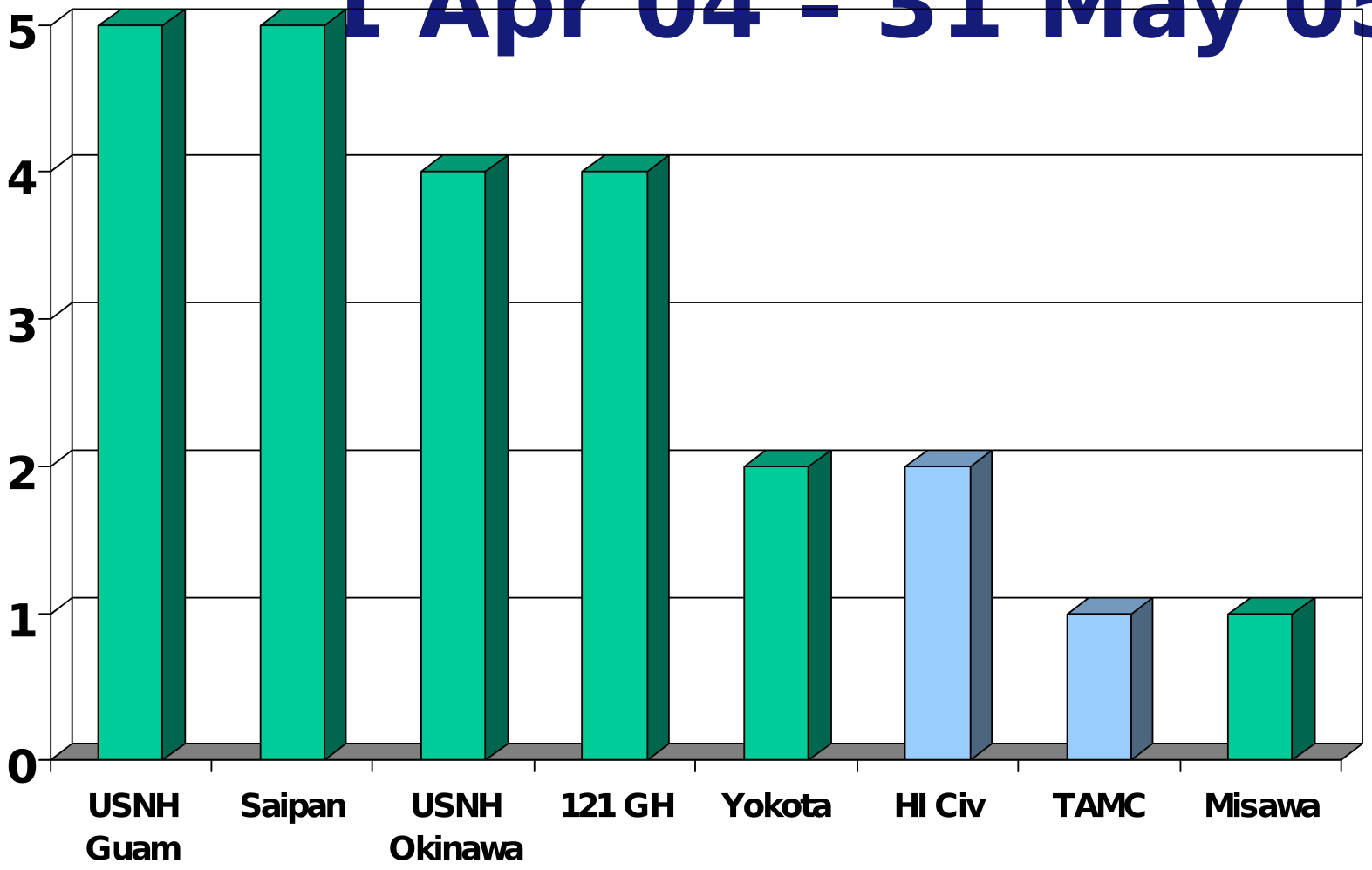
- **“Concurrent Servicing” restrictions**
  - **No concurrent servicing with patients on board**
  - **Limited en-route holding capability for patients during refueling**
- **Sanitation**
  - **Limited latrine capability/no hand washing capability**

Critical Care Transport in PACOM

- 9% of URGENT/PRIORITY/ROUTINE-SPECIAL pts. require critical care transport
- 0.4 patients/week require critical care transport
- On average, one critically ill movement every 2.8 wks. from WestPAC to Hawaii/CONUS
- 30% of patients originating from civilian hospitals
- No peacetime CCATT capability in PACOM AOR
- Originating MTFs piece together Medical Attendants
- Patient deaths in AE system (Molokai- Apr 04; 121 GH- Oct 04)– lack of experienced critical care attendants cited as contributing factor

CCATT-eligible patients:

1 Apr 04 – 31 May 05



Solutions For Critical Care Transport

- **Critical Care Medical Augmentation Team (CCMAT)**
  - **Currently operational in Okinawa only**
  - **Other sites in development: Korea, Guam, Yokota, Hawaii**
  - **PACAF funds initial CCATT training and Patient Movement Items**
  - **CCMAT optimally should have CCATT allowance standard**

18 AES Training Issues

- Lack of Aircraft Availability (C-141, C-17)
- Lack of C-130 Training Flights
- Maintaining Flying Currency
- Clinical Skills Maintenance while assigned overseas
- Aircraft Specific Knowledge Deficiency

Suggested USAFSAM Improvements

- Increase PSP training at USAFSAM
- Tie Emergency Equipment into EPE's
- Electronically issue USAFSAM critiques
  - Students
  - CN/Superintendant: Will give to initial instructor for completion
- Completion of AF Form 4024's: Include short narrative on what and how often subject was trained
- Administrative: AET/FN "X" AFSC prefix should be updated after graduation
- AF Form 1522's: Have students bring ARMS related AFORMS sheets from USAFSAM to inprocess flying unit
- Bottom line, the student generated are very well prepared

New Initiatives: C-17 Beddown

- **C-17 BEDDOWN**
  - **Hickam obtaining a C-17 Squadron FY06**
  - **ANG AE Crews staged with C-17 Squadron for Homeland Defense**
  - **Possibility of assuming the Pacific inter-theater channel and PACOM's current KC-135 intra-theater channel**
    - **PACAF proposed C-17 channel routing: Travis-Hickam(RON)-Kadena(RON)-Osan-Misawa-Kadena(RON)-Guam-Hickam(RON)-Travis.**
  - **Increase training opportunities on C-17**

New Initiatives

- PACAF AE Crews Deployed to CENTCOM AOR on every rotation
  - Provides invaluable experience not gained in PACAF

- Equipment
  - Life Support Trauma and Transport (LSTAT)
  - Patient Isolation Unit
  - KC-135 Phantom Lighting
  - New items require CONOPS and additional training for

    PACAF AE crews

New Initiatives: PACAF AE/OSA Proposal

- **Procure OSA A/C with AE capabilities**
  - **Would augment ISS aircraft availability in Theater for more critical patient transports**
  - **Fulfill daily OSA mission requirement**
- **Proposal sent up to Chief of Staff**
- **Listed on PACAF's top 20 unfunded requirements**
- **If Joint AE/OSA aircraft obtained: Training program required to add to Universal Qualification**

PACAF AE Issues - AE Bottomline

- PACAF's KC-135 Platform
  - Marginal for transporting critically ill patients
  - Does not prepare new AECM's for wartime operations
- Increase Training Flights on Contingency Aircraft
  - "Train As We Fight" Concept must be implemented in order to produce adequately trained AECM's

Summary

- **PACOM Theater provides many challenges for AE crews**
- **Training “bar” must be raised for AE crews in Theater**
  - **Ventilators**
  - **Critical patient transports**
  - **Mandatory CSTARS for AECM’s**
- **PACAF AE crews lack the necessary “hands on” training on C-130, C-141, and C-17 aircraft**
  - **Increases operational risks for AECM’s in Theater**

QUESTIONS?